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Yalu River Pulp Factory

1. In May 1952, the Yalu River Pulp Factory at XE-181395, in Sinuiju, occupied the buildings which housed the Kanegafuchi Spinning Company before 1945. The pulp factory was under the control of the Heavy Industry Ministry of the North Korean government.
2. The managing director of the factory was KIM To-nak, a Labor Party member, aged 42, and a native of North Pyongan Province. The factory employed 750 men, including 39 technicians, 166 office workers, and 545 laborers. These workers lived in factory-owned houses or in dormitories within the plant compound. The factory was in operation 24 hours a day, with the employees working two 12-hour shifts. Twelve guards, armed with rifles, were assigned to duty at the factory. The guards also worked two 12-hour shifts.
3. In addition to the main factory building and the warehouse, there were eight smaller buildings which were used for pulp production. The factory compound, which was across the road from the plant buildings, contained 150 houses. The building used by the transportation section was at the river front, close to the spot where a 25-ton and a 12-ton power boat were docked.

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4. Raw materials used at the factory included reeds, caustic soda, and sulphur. The reeds were collected by the Reed Collecting Guild, at XE-1424, and brought to the plant in the 25-ton power boat. The Sup'ung (124-57, 40-27) (XE-6579) Power Plant was supplying 32,000 volts of electricity to the pulp factory.¹
5. In May 1952, the factory was producing 605 tons of rough paper, 150 tons of cardboard, and 180 tons of blotting paper monthly. The cardboard and blotting paper were being shipped to the North Korean army and to medical manufacturing companies in North Korea.

Sinuiju Maritime Enterprise Firm

6. In January 1952, the Sinuiju Maritime Enterprise Company was placed under the direct control of the Marine Department of the North Korean cabinet. Formerly it had been controlled by the Ministry of Transportation.
7. In June 1952, the firm's main buildings were at XE-187399, in an area covering 300 square meters, and included the following structures:
 - a. Offices, in a red brick building 40 meters long, 10 meters wide, and 5.5 meters high. The roof was of Japanese tile. There were six office rooms, occupied by the managing director, the deputy director, the industrial security bureau, the Labor Party bureau, the labor union, and the accounting and supply section.
 - b. Lumber shop and rope mill, in a zinc-roofed cement building 20 meters long, 6 meters wide, and 5 meters high.
 - c. Lumber and rope warehouse, in a zinc-roofed wooden building of the same size as the mill and close to the mill.
 - d. Machine shop, in a dug-out 40 meters long and 15 meters wide, extending 2 meters below ground level and 1 meter above ground. The dug-out's roof was .9 meters thick and was covered with logs, earth and zinc.
 - e. Foundry, constructed like the machine shop.
 - f. Lecture room, in a one-story zinc-roofed cement building 40 meters long and 15 meters wide. This room accommodated 1,200 people and was used for propaganda lectures.
 - g. Shipbuilding plant, in a compound 100 meters long and 70 meters wide.
8. In addition to the main buildings, a warehouse belonging to the firm was at XE-188401. This building had a Japanese tile roof, was made of cement, and measured 150 meters long, 20 meters wide, and 8 meters high. Newsprint, automobile accessories for the North Korean army, and salt were stored there. One room was used as a supply room and office by the National Sinuiju Match Mill.
9. The shipbuilding section of the firm was planning to complete the following work schedule by the end of 1952: build two 60-ton sailboats and one 25-ton motor boat with a 60-horsepower engine; complete construction on two additional boats by October; overhaul 8 ships and repair 10 ships. By 20 June 1952, the repair work on three boats and the overhauling of one boat had been completed. Work on the two sailboats had not begun.

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10. In June 1952, employees of the shipbuilding section were working in four units of ten men each. One of these units was made up of model workers who were members of the Democratic Youth Alliance.
11. Vessels owned by the firm included the following: 7 motor boats; 15 sixty-ton barges; 7 thirty-ton flat barges; and 12 fifteen-ton lighters. In 1951 the firm's boats were transporting automobile accessories, silk, high quality liquor, paper, grain, and a number of other commodities from Dairen and Antung to North Korea. In September 1951, however, intensive sea attacks by United Nations units forced the Dairen line to discontinue operations. The firm's ships continued to bring in salt and grain from Ch'olsang-ni (124-39, 40-13) (XE-4053), Yongamp'o (124-22, 39-56) (XE-1721), and Namsi-dong (approximately 124-40, 39-58) (XE-3516). In June 1952, the following boats were anchoring in front of the firm's warehouse at XE-187402; most were still in operation:
 - a. YANGCH'ON-HO, a 50-horsepower passenger boat with a crew of five and a normal capacity of 80 people. However, it usually carried 120 passengers. Its route was between Yongamp'o, Sinuiju, and Huangts'aop'ing (approximately 124-17, 39-57) (XE-1423).
 - b. MYŎNGSŎNG-HO, a 50-horsepower tugboat with a crew of five. This boat's engine was considered the best owned by the firm, but in June 1952 the engine was removed and taken to P'yongyang by order of the Marine Department of the North Korean cabinet. This firm planned to replace the engine with one taken from a damaged boat in the vicinity of the Sup'ung Dam.
 - c. SONGHAE-HO, a 25-ton transport with a 25-horsepower engine, carrying a crew of five. This boat was plying between Yongamp'o and Antung.
 - d. KWANGUN-HO, a 60-horsepower tugboat with a crew of five, plying between Yongamp'o, Antung, and Sinuiju.
 - e. An unidentified passenger boat with a crew of five. On 1 July 1952 this boat began operating between Sinuiju, Sakohu (125-03, 40-23) (XE-7472), and Sup'ung.
 - f. An unidentified passenger boat with a crew of five. In June 1952 this boat was out of commission.
 - g. An unidentified 25-ton transport with a 30-horsepower engine, carrying a crew of five.
12. The buildings of the firm were near gas tanks and military installations of the North Korean army and of Soviet troops. The whole area was closely guarded by North Korean soldiers. The North Korean army controlled the issuance of passes to company workers.
13. Two Chinese Communist motor boats, the TAEYANG-HO and an unidentified boat, patrolled the coast line in the area of Sinuiju. The TAEYANG-HO had a speed of 12 miles per hour, and the other boat a speed of 8 miles per hour. All vessels leaving Sinuiju had to have clearance papers issued by the maritime section of the Department of Internal Affairs, North Pyongan Province. Night sailing was strictly prohibited. No particular system of signals was being used. Boats anchored near Sinuiju were under orders to flee to the Manchurian side of the river in the event that the emergency siren was sounded for 1 minute.

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14. The managing director of the Sinuiju Maritime Enterprise Company was KIM T'ae-song, aged 45, and a member of the Labor Party. The names of some of the section chiefs were as follows: CHANG Yu-kun, Planning Section; CHONG Yong-sun, Administrative Section; KIM Song-pong, Materiel Section; HO Hun, Transportation Section; PYON Sung-kyu, Production Section; and KIM Kyong-t'ae, chairman of the Labor Party branch in the company.
15. The company employed 47 clerical workers and 266 laborers. The average worker's salary was 1,000 North Korean won a month, and the daily food ration varied from 300 to 800 grams, half wheat flour and half millet, the amount of the ration depending on the type of work done. In April 1952, wheat flour replaced rice in the daily ration.² Prior to March 1952, a reduction of 30 percent in the food ration was put into effect. On 15 March ninety workers went on a protest strike. They were promptly arrested by the Industrial Security Bureau, but were released after a reprimand. Their former food ration was restored. In March each worker received 3 meters of Soviet-manufactured cloth for a suit. At the same time the firm's employees were given second-hand clothing donated by the people of Rumania and Czechoslovakia. Most of the workers were unmarried and lived in dormitories.

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Ch'ongsu-ri Chemical Factory

16. On 23 June, there was a chemical factory operating in the Ch'ongsu-ri (124-53, 40-28) (XE-6081) area. The factory was at XE-688746, about 5 1/2 kilometers northwest of the Sakchu railroad station (125-04, 40-19) (XE-7665).
17. The buildings of the factory included a 5-story main building made of brick, six workshop buildings, two 30-foot concrete chimneys, and two furnaces. The large buildings were camouflaged with paint and the small ones with grass and trees.
18. The factory was producing carbide, graphite, carbon, and tungsten for shipment to Russia by way of Antung. Limestone was obtained from a mine near the factory.
19. Shipments from the factory were being made twice a month by train. Carbide was taken to Antung where it was packed in drums. Carbon was packed in paper bags for shipment.
20. There were approximately 2,000 people of both sexes employed at the factory, which was managed by 50 Soviet advisers. A technical training center for improving the technical skill of the plant employees had been established.
21. The factory compound area was closely guarded by police. Anti-aircraft gun positions were believed to have been installed in the surrounding hills.

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2. Comment. The substitution of wheat flour for rice could have taken place because of flour supplies received from Russia and Communist China in April and May, as reported

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